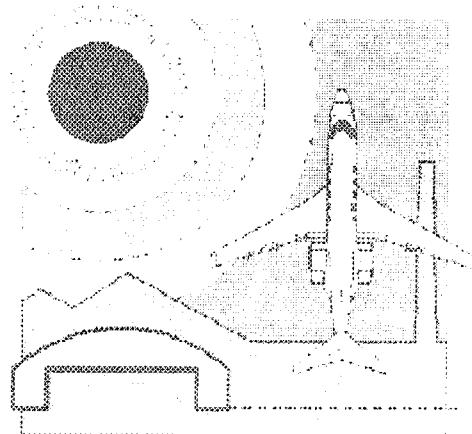


## **SECTION 9: AIRPORT LAYOUT PLAN**



## BISBEE-DOUGLAS INTERNATIONAL AIRPORT Douglas / Cochise County, Arizona

### AIRPORT MASTER PLAN - 1997

#### SECTION 9: AIRPORT LAYOUT PLAN

##### PREPARATION OF THE AIRPORT LAYOUT PLAN (ALP)

The Airport Layout Plan (ALP) is a set of scaled drawings that depict the existing and ultimate proposed airport land and facilities. A typical ALP drawing set consists of the following elements:

- ▶ Title Sheet
- ▶ Airport Layout Drawing
- ▶ Terminal Area Layout(s)
- ▶ Runway RPZ Area Plan & Profile Sheets
- ▶ Airport Airspace Drawing(s)
- ▶ Airport Property Map
- ▶ Airport Land Use Drawing

The BDI Airport Layout Plan set includes all of the above listed elements. The Airport Property Map and Airport Land Use Drawing are combined into an Airport Land Inventory and Horizontal Control Plan (sheet 8), which includes specific horizontal and vertical control for the airport property and runway geometry.

The Airport Layout Plan set (10 sheets) is included at the end of this section in reduced format. The full size (24" x 36") drawings are considered the official ALP, and a part of this Master Plan document.

All airport development carried out at Federally obligated airports (generally those which have received federal funding assistance grants within the past twenty years) must be done in accordance with an FAA-approved ALP. The improvements shown on the ALP must conform to the FAA design standards that existed at the time of plan approval, unless specific waivers are granted.

There are no proposed facilities which do not conform with current FAA design criteria.

## Section 9: Airport Layout Plan

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### REFINEMENT OF DEVELOPMENT ALTERNATIVE #3

The Bisbee-Douglas International Airport ALP was prepared based on Development Alternative #3, which was selected by the BDI Planning Advisory Committee (PAC) by majority vote. The layout of the various airport facilities was refined in the ALP preparation process in order to address comments from the PAC and ADOT Division of Aeronautics, and to optimize the utility and constructibility of the improvements in a phased approach.

The following are the major refinements made to Development Alternative #3:

- ▶ The location of the ultimate threshold for Runway 35 was relocated to the north such that the entire Runway Protection Zone will be within airport property, and north of the right-of-way for Highway 191. No easement acquisition will be required for development of this runway.
- ▶ After examination of USGS topographic maps, it was discovered that a precision approach to Runway 3 would provide a safer operating environment than the same approach to Runway 21, as shown on the Development Alternative #3 layout. The 50:1/40:1 approach surface required by FAR Part 77 would result in a terrain penetration of some 315' at a point about 4½ miles northeast of the ultimate Runway 21 threshold (Bald Knob). The approach surface to Runway 3 would be clear of obstructions. The precision approach and MALSR were moved to Runway 3 on the ALP.
- ▶ At the request of the PAC, reconstruction of Taxiway T-1 was included in the development program.
- ▶ Taxiway turnaround/runup areas have been added to the ends of Runway 3-21.
- ▶ At the request of ADOT, a full parallel taxiway to serve Runway 3-21 has been added to the Ultimate Term development recommendations, and is indicated on the ALP.

## Section 9: Airport Layout Plan

### DEVELOPMENT PHASING PLAN

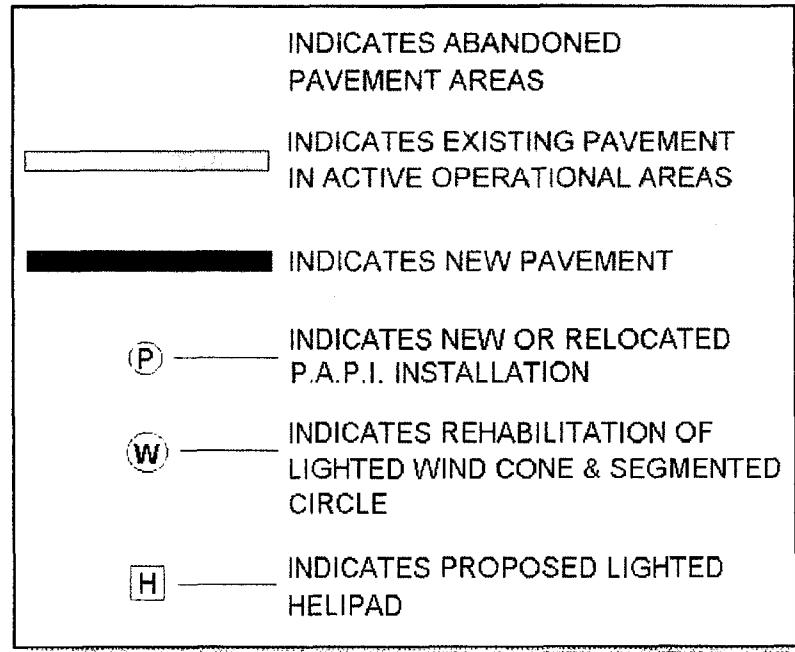
A schedule of recommended improvements was presented in Section 6 of this Master Plan study. The schedule was broken down into three general development phases, as follows:

- ▶ **Phase 1:** Immediate Term Development (1997-1999)
- ▶ **Phase 2:** Short-Term Development (2000-2005)
- ▶ **Phase 3:** Ultimate Term Development (2006-2016)

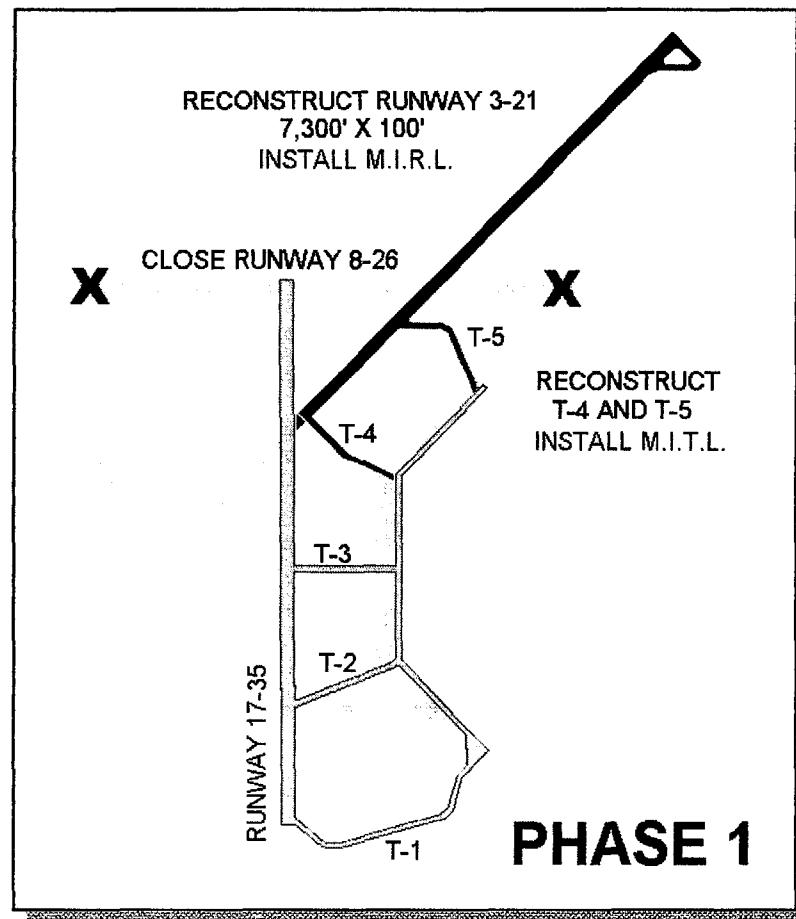
These three general development phases may be further broken down into several projects, as dictated by the actual future demand and the future availability of funding.

The three phases are described and illustrated on the following pages. Note that the phasing sketches reflect only the major recommended improvements, and exclude renovation of buildings.

### LEGEND FOR PHASING PLAN SKETCHES



Section 9: Airport Layout Plan



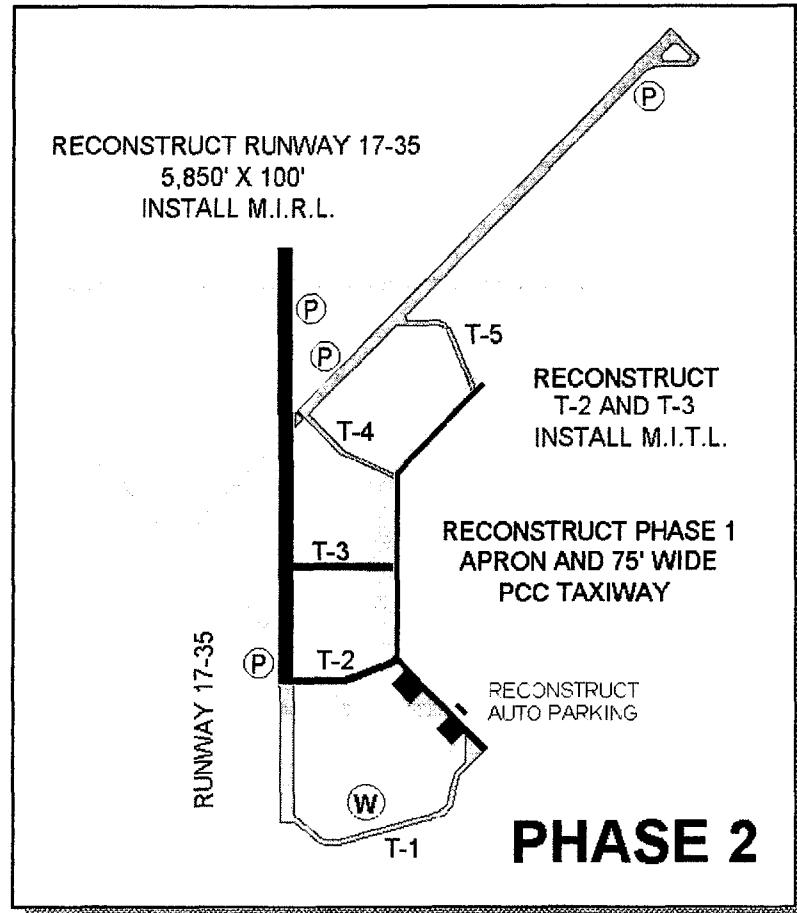
Phase I:  
Immediate Term  
Development (1997-1999)

The major improvements which are recommended in the Immediate Term include closure of Runway 8-26, reconstruction of Runway 3-21 as the new primary runway, reconstruction of Taxiways T-4 and T-5, and installation of Medium Intensity Runway and Taxiway Lighting (MIRL and MITL) on reconstructed runways and taxiways.

The Phase 1 threshold of Runway 3 was located such that airport closure during construction will be minimized (Runway 17-35 may remain in use during most of the construction period).

*It will be necessary to acquire an 87.48 acre parcel of land prior to initial construction of Runway 3-21.*

## Section 9: Airport Layout Plan

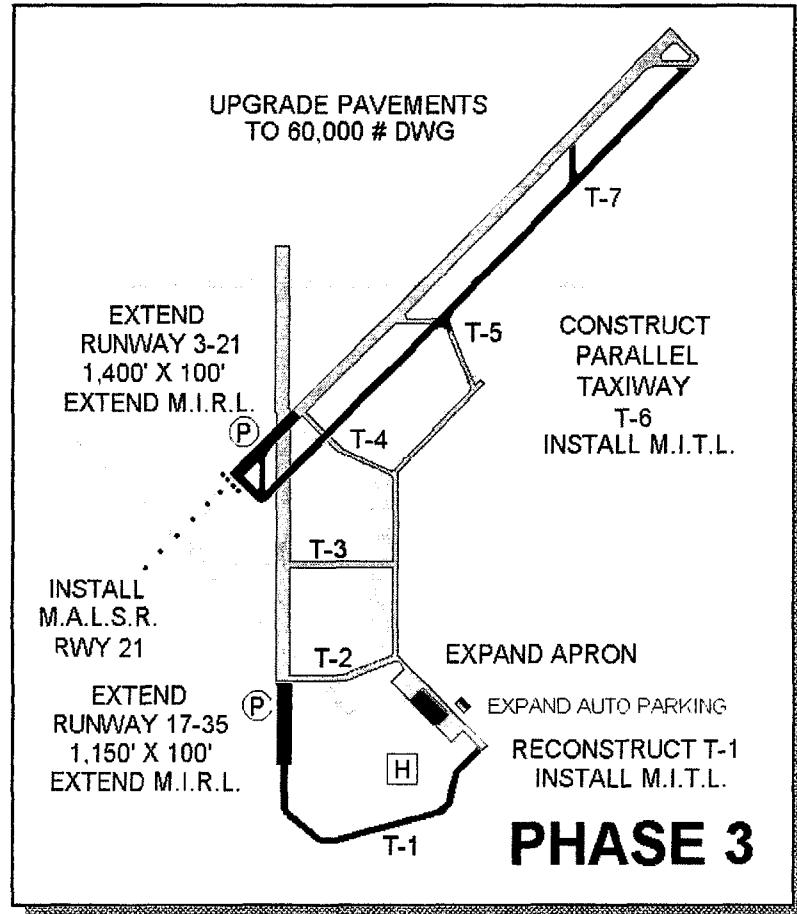


### Phase 2: Short-Term Development (2000-2005)

The major improvements recommended in the Short-Term Development Plan include reconstruction of Runway 17-35 to serve as the secondary or crosswind runway, reconstruction of existing Taxiways T-2 and T-3, rehabilitation of the entire 75' wide PCC taxiway/apron area, apron and auto parking area reconstruction, installation of MIRL and MITL on the reconstructed areas, rehabilitation of the existing lighted wind cone/segmented circle, and installation of Precision Approach path Indicators (PAPI) on all runway ends.

The initial phase of development for Runway 17-35 includes relocation of the Runway 17 threshold 420' to the north to avoid additional ultimate land/easement acquisitions for the Runway 35 approach.

## Section 9: Airport Layout Plan



### Phase 3: Ultimate-Term Development (2006-2016)

Phase 3 (Ultimate-Term) major improvement recommendations include upgrading airport pavements to accommodate 60,000 pound aircraft, extension of both runways to serve larger aircraft, construction of a full MITL-lighted parallel taxiway (Taxiway T-6) for Runway 3-21, a new lighted helipad, reconstruction of Taxiway T-1 (with MITL installation), construction of a new cross-taxiway (T-7), relocation of the Runway 3 and 35 PAPI's, a MALSR on the Rwy 3 approach, and expansion of the aircraft apron and auto parking area.

If scheduled airline service becomes a reality at BDI, it will also be necessary to modify the Terminal Building to comply with security requirements, and to provide passenger accommodations and baggage handling services.

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**CAPITAL IMPROVEMENT PLAN  
1997-2016**

## CAPITAL IMPROVEMENT PROGRAM 1997-2016

Funding Sources: FAA, ADOT, & Sponsor

### IMMEDIATE TERM 1997 - 1999

	Estimated Cost and Funding Source			
	Total	FAA (91.00%)	State (4.47%)	Local (4.47%)
1. Fee Acquisition For Approach Protection of Runway 21	\$262,440	\$238,978	\$11,731	\$11,731
2. Environmental Assessment	\$60,000	\$54,636	\$2,682	\$2,682
3. Close Runway 8-26	\$5,000	\$4,554	\$223	\$223
4. Reconstruct Primary Runway 3-21 to 30,000 LB (SWG)	\$1,360,000	\$1,238,416	\$60,792	\$60,792
5. Install M.I.R.L. on Runway 3-21	\$251,000	\$228,560	\$11,200	\$11,200
6. Remove Obstructions to FAR PART 77 Surfaces	(Included with Item 3)			
7. Reconstruct Taxiway T-4	\$99,000	\$90,150	\$4,425	\$4,425
8. Reconstruct Taxiway T-5	\$113,000	\$102,898	\$5,051	\$5,051
9. Install M.I.T.L. on T-4	\$79,000	\$71,936	\$3,532	\$3,532
10. Install M.I.T.L. on T-5	\$72,000	\$65,564	\$3,218	\$3,218
Subtotal	\$2,301,440	\$2,095,692	\$102,874	\$102,874
11. Engineering & Construction Services (18% of Subtotal)	\$414,260	\$377,224	\$18,518	\$18,518
<b>TOTAL</b>	<b>\$2,715,700</b>	<b>\$2,472,916</b>	<b>\$121,392</b>	<b>\$121,392</b>

NOTE: All costs are in 1997 dollars

**CAPITAL IMPROVEMENT PROGRAM 1997-2016**

Funding Sources: FAA, ADOT, &amp; Sponsor

**SHORT TERM - 2000-2005**

	Estimated Cost and Funding Source			
	Total	FAA (91.00%)	State (4.47%)	Local (4.47%)
1. Reconstruct Crosswind Rwy 17-35 to 30,000 lb (SWG)	\$777,000	\$707,536	\$34,732	\$34,732
2. Install M.I.R.L. on Runway 17-35	\$202,000	\$183,940	\$9,030	\$9,030
3. Install M.I.A.L.S. with R.A.I.L. (MALS) on Rwy 3-21	\$200,000	\$182,120	\$8,940	\$8,940
4. Reconstruct access taxiways to serve both runways (30,000 lb SWG) - 6000'x35' total	\$195,000	\$117,568	\$8,716	\$8,716
5. Install M.I.T.L. on reconstructed access taxiways.	\$80,000	\$72,848	\$3,576	\$3,576
6. Rehabilitate existing lighted wind cone and segmented circle.	\$12,000	\$10,928	\$536	\$536
7. Install PAPI on all four runway ends.	\$75,000	\$68,294	\$3,353	\$3,353
8. Rehabilitate existing 75 ft. wide PCC apron/taxiway	\$220,000	\$200,332	\$9,834	\$9,834
9. Construct passenger loading service apron and large aircraft transient ramp.	\$186,000	\$169,372	\$8,314	\$8,314
10. Construct new light aircraft parking apron with 26 tiedowns.	\$236,000	\$214,902	\$10,549	\$10,549
11. Reconstruct and expand auto parking area.	\$62,000	\$56,456	\$2,772	\$2,772
<b>Subtotal</b>	<b>\$2,245,000</b>	<b>\$2,044,296</b>	<b>\$100,352</b>	<b>\$100,352</b>
12. Engineering and Construction Services (18% of subtotal)	\$404,100	\$367,974	\$18,063	\$18,063
<b>TOTAL</b>	<b>\$2,649,100</b>	<b>\$2,412,270</b>	<b>\$118,415</b>	<b>\$118,415</b>

Note: All costs are in 1997 dollars

**CAPITAL IMPROVEMENT PROGRAM 1997-2016**  
Funding Sources: Historic Preservation Grant & Sponsor

**SHORT TERM - 2000-2005**

	Total	Preservation Grant (50%)	Local (50%)
1. Renovate Terminal Building	*\$545,700	\$272,850	\$272,850
2. Renovate Hangars #1, #2 and #3	\$186,700	\$93,350	\$93,350
3. Renovate Hangar #4	\$72,500	\$36,250	\$36,250
4. Remove wood-frame portion of Bldg. #2; Rehabilitate steel frame portions	\$292,200	\$0	\$292,200
5. Remove Bldg. #3	\$15,000	\$0	\$15,000
Subtotal	\$1,112,100	\$402,450	\$709,650
6. Architectural, Engineering & Construction Phase Services (20% of subtotal)	\$222,420	\$80,490	\$141,930
<b>TOTAL</b>	<b>\$1,334,520</b>	<b>\$482,940</b>	<b>\$851,580</b>

\* Represents Maximum Estimated Cost

Note: All costs are in 1997 dollars

## CAPITAL IMPROVEMENT PROGRAM 1997-2016

Funding Sources: FAA, ADOT, & Sponsor

### ULTIMATE TERM - 2006-2016

	Estimated Cost and Funding Source			
	Total	FAA (91.00%)	State (4.47%)	Local (4.47%)
1. Upgrade Primary Runway 3-21 to 60,000 lb. (SWG)	\$327,000	\$297,766	\$14,617	\$14,617
2. Extend primary runway 3-21 by 1,400'	\$475,000	\$432,536	\$21,232	\$21,232
3. Environmental Assessment (Rwy extension/precision approach)	\$60,000	\$54,636	\$2,682	\$2,682
4. Provide precision instrument approach to Runway 3-21	Costs vary and are unknown			
5. Upgrade Crosswind Rwy 17-35 to 60,000 lb. (SWB)	\$262,000	\$238,578	\$11,711	\$11,711
6. Extend Crosswind Rwy 17-35 by 1,150'	\$390,000	\$355,134	\$17,433	\$17,433
7. Environmental Assessment (Rwy 17-35 extension)	\$60,000	\$54,636	\$2,682	\$2,682
8. Provide Straight-In Non-Precision Instrument Approach to Rwy 17-35	0	0	0	0
9. Strengthen all taxiways to 60,000 lbs (SWG)	\$172,000	\$156,624	\$7,688	\$7,688
10. Construct full parallel taxiway to Rwy 3-21, taxiways T-1 and T-7	\$960,000	\$874,176	\$42,912	\$42,912
11. Install M.I.T.L. taxiways	\$400,000	\$364,240	\$17,880	\$17,880
12. Expand light aircraft apron to add 18 tiedowns	\$315,000	\$286,838	\$14,081	\$14,081
13. Expand terminal auto parking for 23 add'l spaces	\$37,000	\$33,692	\$1,654	\$1,654
14. Install apron and parking floodlighting	\$39,000	\$35,514	\$1,743	\$1,743
15. Construct a paved and lighted 48"x48' helipad with FATO	\$68,500	\$62,376	\$3,062	\$3,062
<b>Subtotal</b>	<b>\$3,565,500</b>	<b>\$3,246,746</b>	<b>\$159,377</b>	<b>\$159,377</b>
16. Engineering & Construction Services	\$641,790	\$584,414	\$28,688	\$28,688
<b>TOTAL</b>	<b>\$4,207,290</b>	<b>\$3,831,160</b>	<b>\$188,065</b>	<b>\$188,065</b>

(1) Note: All costs are in 1997 dollars

(2) The costs of modifying the terminal building and the airside and landside facilities to accommodate scheduled airline service and of providing interior tenant improvements for Hangars #1-4 and Building #2 will vary depending on what exactly is to be done at that time. These improvements are best addressed in the future in a Master Plan update.

**CAPITAL IMPROVEMENT PROGRAM 1997-2016**

Funding Sources: ADOT &amp; Sponsor

**ULTIMATE TERM 2000-2016**

IMPROVEMENTS NOT DESCRIBED ON PAGES 6-29 TO 6-33 WILL MOST LIKELY BE FUNDED BY THE SPONSOR WITH SOME ADOT-AERONAUTICS FUNDING AS SHOWN.

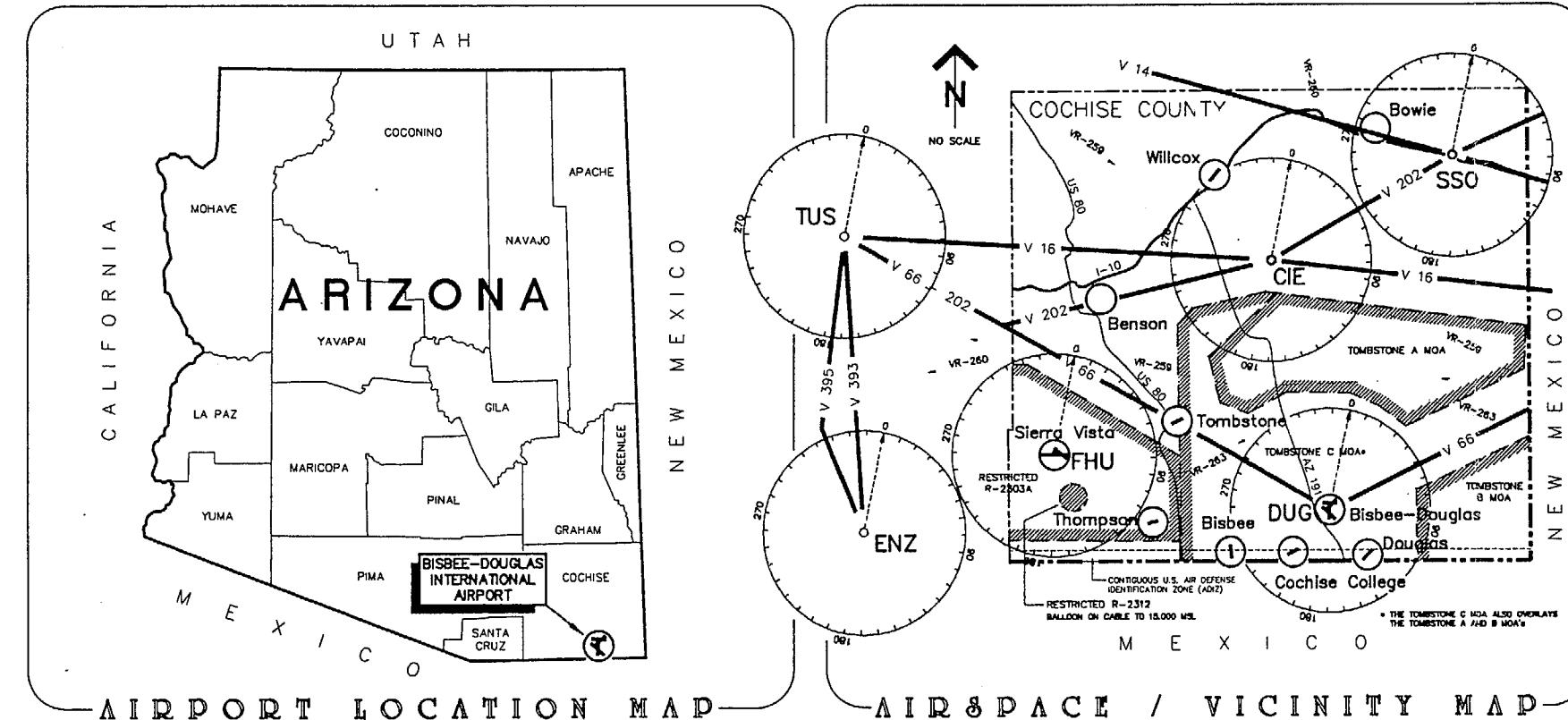
	Estimated Cost and Funding Source			
	Total	FAA (0%)	State (90%)	Local (10%)
1. Widen access road	\$163,000	0	\$146,700	\$16,300
2. Add truck route	\$135,000	0	\$121,500	\$13,500
3. Develop campground	Costs Vary - Unknown			
4. Ultimate aircraft parking - Hangars 1 and 3	\$111,000	0	0	\$111,000
5. Develop private hangar area	Costs Vary - Unknown			
6. Rehabilitate sewer system	\$81,000	0	0	\$81,000
7. Rehabilitate water system	\$244,000	0	0	\$244,000
Subtotal	\$734,000	0	\$268,200	\$465,800
8. Engineering and construction services (18% of Total)	\$132,120	0	\$48,276	\$83,844
<b>TOTAL</b>	<b>\$866,120</b>	<b>0</b>	<b>\$316,476</b>	<b>\$549,644</b>

NOTE: All costs are in 1997 dollars

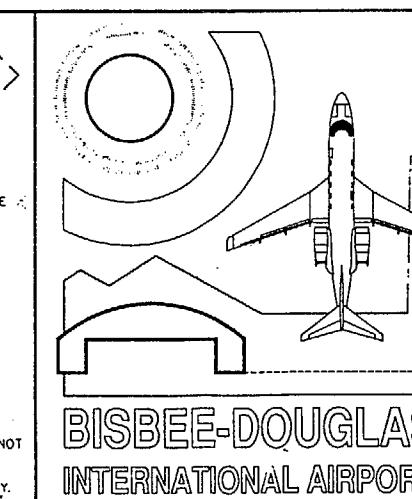
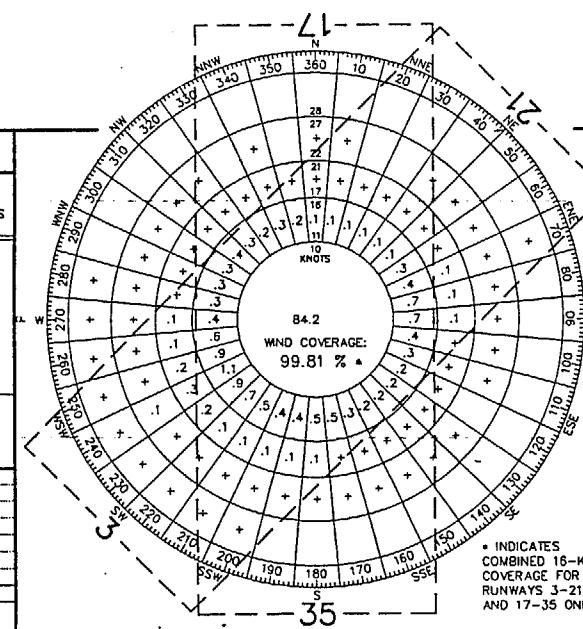
# AIRPORT LAYOUT PLAN

## BISBEE-DOUGLAS INTERNATIONAL AIRPORT

### DOUGLAS / COCHISE COUNTY, ARIZONA



WIND COVERAGE			
	ANNUAL 10.5 KNOT ALL WINDS	ANNUAL 10.5 KNOT HIGH WINDS	ANNUAL 16 KNOT ALL WINDS
RUNWAY 3-21	94.72%	60.94%	99.52%
RUNWAY 17-35	91.13%	21.43%	98.63%
RUNWAY 8-26	94.48%	46.10%	99.30%
RUNWAY 3-21 AND 17-35	97.38%	72.02%	99.81%
RUNWAY 17-35 AND 8-26	99.01%	67.53%	99.93%
- SOURCE - BISBEE-DOUGLAS INTERNATIONAL AIRPORT RECORDS FOR 1986 - 1996 NATIONAL CLIMATIC DATA CENTER - ASHEVILLE, NC			
* THE "HIGH WIND" ANALYSIS CONSIDERS ONLY WIND CONDITIONS OF >16 KNOTS.			
7			
6			
5			
4			
3			
2			
1			
No. BY DATE	CHANGE		
REVISIONS			



AIRPORT DATA	
EXISTING	ULTIMATE
AIRPORT ELEVATION	4151.3
AIRPORT REFERENCE POINT	
LATITUDE	031°28'08.92" N
LONGITUDE	109°36'13.11" W
AIRPORT AND TERMINAL NAVADS	
AIRPORT VISUAL AIDS	VOR, GPS, DME
MEAN MAX. TEMP. OF HOTTEST MONTH	DGPS, VOR, DME
AIRPORT REFERENCE CODE (ARC)	BEACON
GPS APPROACH	BEACON
RUNWAY END COORDINATES (NAD 83)	
EXISTING	ULTIMATE
RUNWAY 3	LATITUDE 031°27'49.60" N LONGITUDE 109°36'37.00" W
RUNWAY 21	LATITUDE 031°28'41.91" N LONGITUDE 109°35'35.56" W
RUNWAY 17	LATITUDE 031°28'27.33" N LONGITUDE 109°36'16.16" W
RUNWAY 35	LATITUDE 031°27'15.20" N LONGITUDE 109°36'15.90" W
RUNWAY 8	LATITUDE 031°28'26.88" N LONGITUDE 109°36'50.63" W
RUNWAY 26	LATITUDE 031°28'26.45" N LONGITUDE 109°35'29.78" W
NOTE: ALL LATITUDE/LONGITUDE COORDINATES SHOWN ON THIS SET OF DRAWINGS ARE 1983 NORTH AMERICAN DATUM (NAD 83).	

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH PLANNING  
GRANT FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AND USED UNDER  
SECTION 1304 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED.  
THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE  
FAA. ACCEPTANCE OF THIS DOCUMENT BY THE FAAS DOES NOT IN ANY WAY  
CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN  
ANY PLACEMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED  
DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE  
PUBLIC LAW.

SUBMITTED *Nicholas J. Pela* APPROVED *Cochise County Board*  
Nicholas J. Pela Date \_\_\_\_\_ Date \_\_\_\_\_

SUBMITTED *Ronald D. Schreier* APPROVED *BDI Planning Advisory Committee*  
Ronald D. Schreier Date 06/30/97 Data \_\_\_\_\_

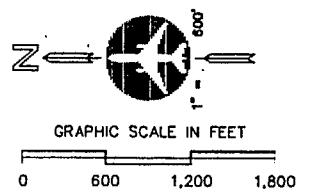
FAA APPROVAL ADOT APPROVAL

Prepared by:  
**NICHOLAS J. PELA and ASSOCIATES**  
AVIATION PLANNERS  
and **Gunnell Fleming**  
ENGINEERS AND PLANNERS

SHEET 1 OF 10

## AIRPORT LAYOUT DRAWING

Bisbee-Douglas International Airport  
Douglas/Cochise County, Arizona



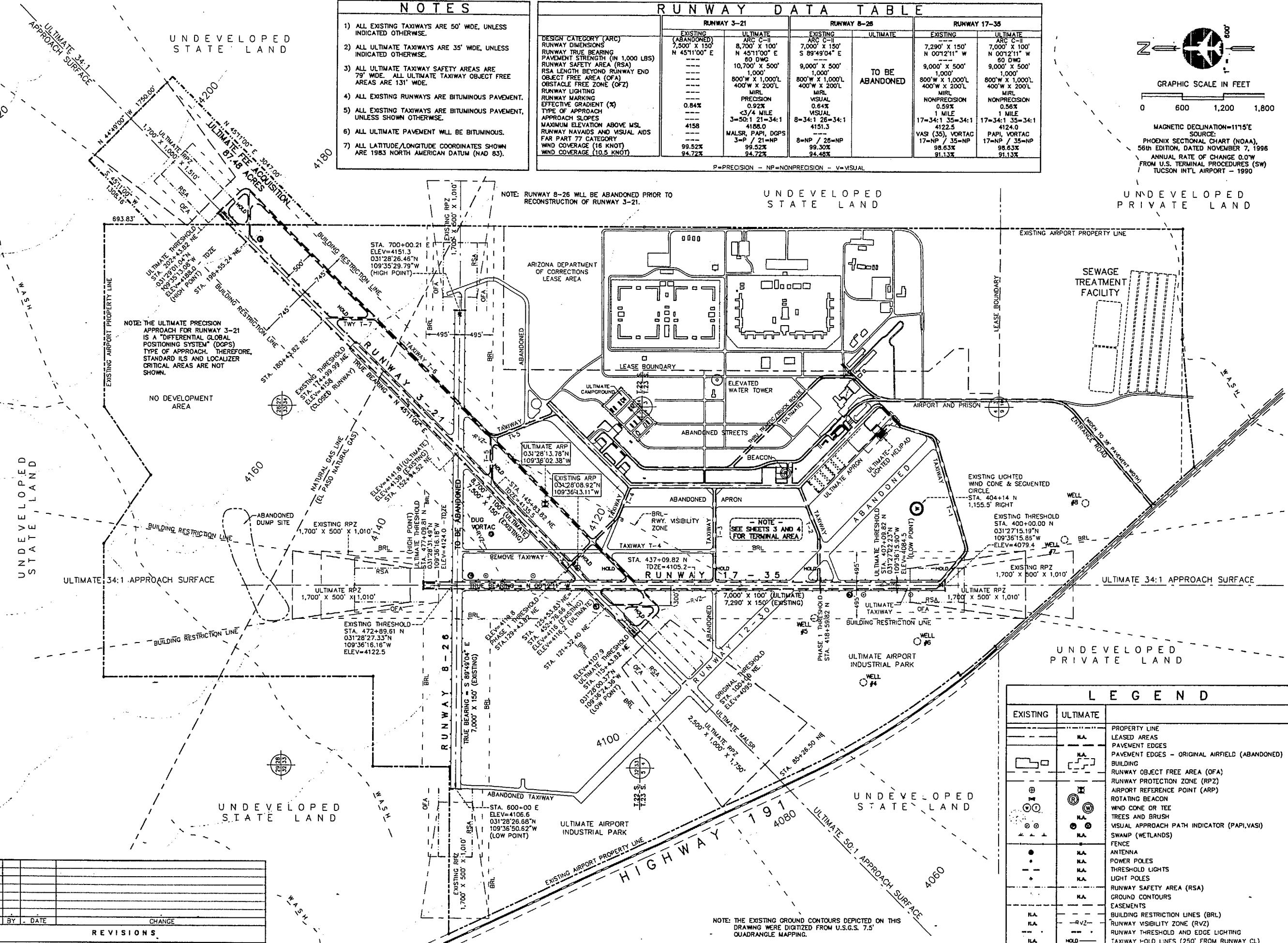
MAGNETIC DECLINATION=11°15'E  
SOURCE:  
PHOENIX SECTIONAL CHART (NOAA),  
56th EDITION DATED NOVEMBER 7, 1996  
ANNUAL RATE OF CHANGE 0.0W  
FROM U.S. TERMINAL PROCEDURES (SW)  
TUCSON INT'L AIRPORT - 1990

RUNWAY DATA TABLE			
	RUNWAY 3-21	RUNWAY 8-26	RUNWAY 17-35
EXISTING	7,500' X 150' N 45°11'00"E (ABANDONED)	7,000' X 100' N 00°12'11"W (ARC C-II)	7,290' X 150' N 00°12'11"W (ARC C-II)
ULTIMATE	8,700' X 100' N 45°11'00"E (ARC C-II)	8,000' X 150' N 00°12'11"W (ARC C-II)	7,000' X 100' N 00°12'11"W (ARC C-II)
EXISTING	800' W X 1,000'L MIRL 0.92% 3-P 21-NP	800' W X 1,000'L MIRL 0.64% 8-34:1 26-NP	800' W X 1,000'L MIRL 0.59% 1 MILE 17-34:1 35-34:1
ULTIMATE	1,000' W X 200'L MIRL 0.92% 3-P 21-NP	1,000' W X 200'L MIRL 0.64% 8-34:1 26-NP	1,000' W X 200'L MIRL 0.59% 1 MILE 17-34:1 35-34:1
EXISTING	4158 MALS, PAPI, DGPS 99.52% 94.72%	4151.3 VASI (35), VORTAC 99.30% 94.48%	4122.5 PAPI, VORTAC 98.63% 91.13%
ULTIMATE	4186 MALS, PAPI, DGPS 99.52% 94.72%	4151.3 VASI (35), VORTAC 99.30% 94.48%	4124.0 PAPI, VORTAC 98.63% 91.13%

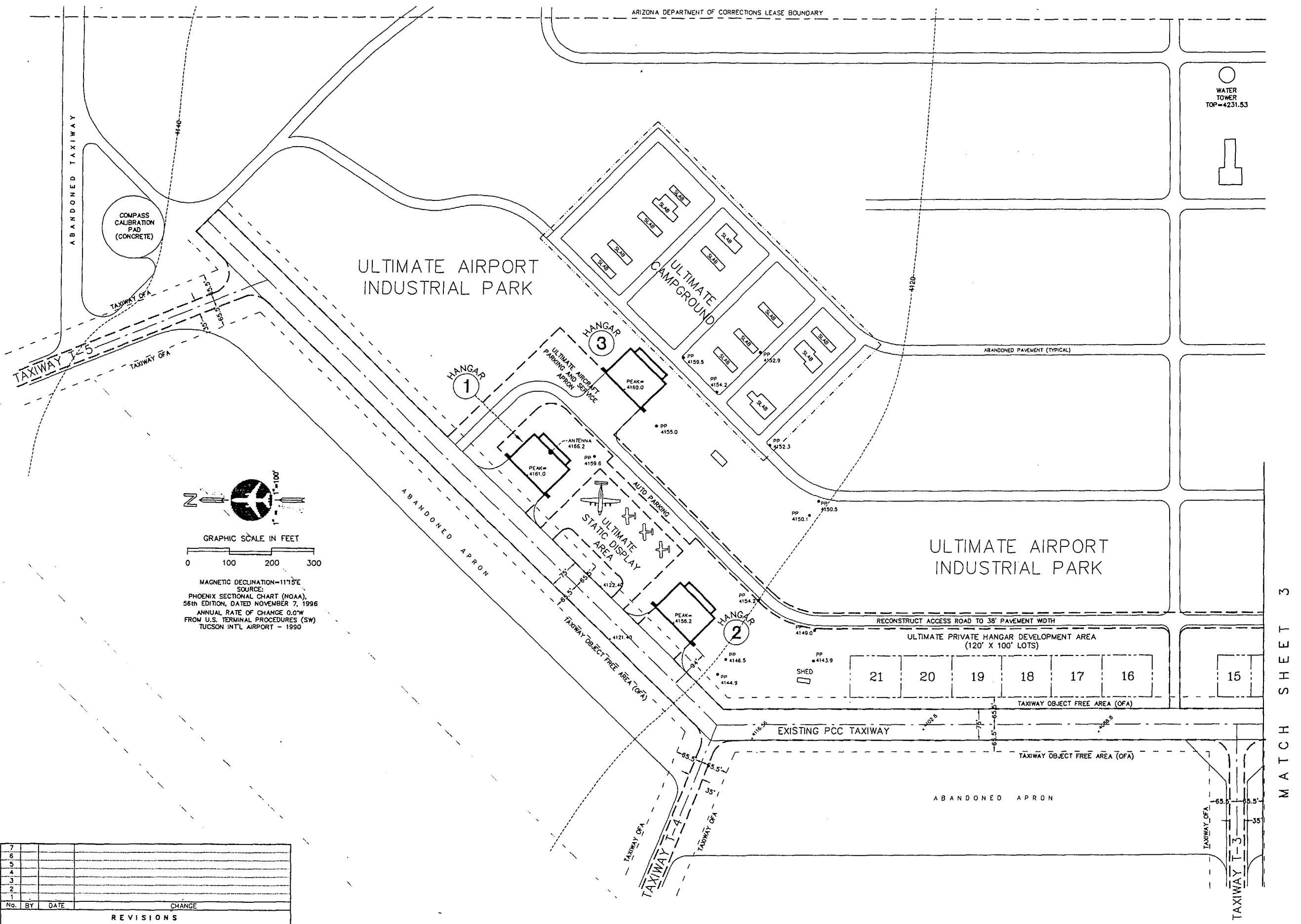
P=PRECISION - NP=NONPRECISION - V=VISUAL

LEGEND	
EXISTING	—
ULTIMATE	—
PROPERTY LINE	—
LEASED AREAS	—
PAVEMENT EDGES	—
PAVEMENT EDGES - ORIGINAL AIRFIELD (ABANDONED)	—
BUILDING	□
RUNWAY OBJECT FREE AREA (OFA)	—
RUNWAY PROTECTION ZONE (RPZ)	—
AIRPORT REFERENCE POINT (ARP)	○
ROTATING BEACON	●
WIND CONE OR TEE	○
TREES AND BRUSH	○
VISUAL APPROACH PATH INDICATOR (PAPI,VASI)	○
SWAMP (WETLANDS)	○
FENCE	—
ANTENNA	—
POWER POLES	—
THRESHOLD LIGHTS	—
LIGHT POLES	—
RUNWAY SAFETY AREA (RSA)	—
GROUND CONTOURS	—
EASEMENTS	—
BUILDING RESTRICTION LINES (BRL)	—
RUNWAY VISIBILITY ZONE (RVZ)	—
RUNWAY THRESHOLD AND EDGE LIGHTING	—
TAXIWAY OLD LINES (250' FROM RUNWAY CL)	—

Prepared by  
NICHOLAS J. PELA and ASSOCIATES  
AVIATION PLANNERS  
and  
GUNNELL & RENNING  
ENGINEERS AND PLANNERS







**TERMINAL AREA LATOUR - NORTH**  
**Siobee-Douglas International Airport**  
Douglas/Cochise County, Arizona

Douglas/Cochise County, Arizona

Douglas/Cochise County, Arizona

**Ginnell Fleming**  
 ENGINEERS AND PLANNERS  
 AVIATION PLANNERS  
 and  

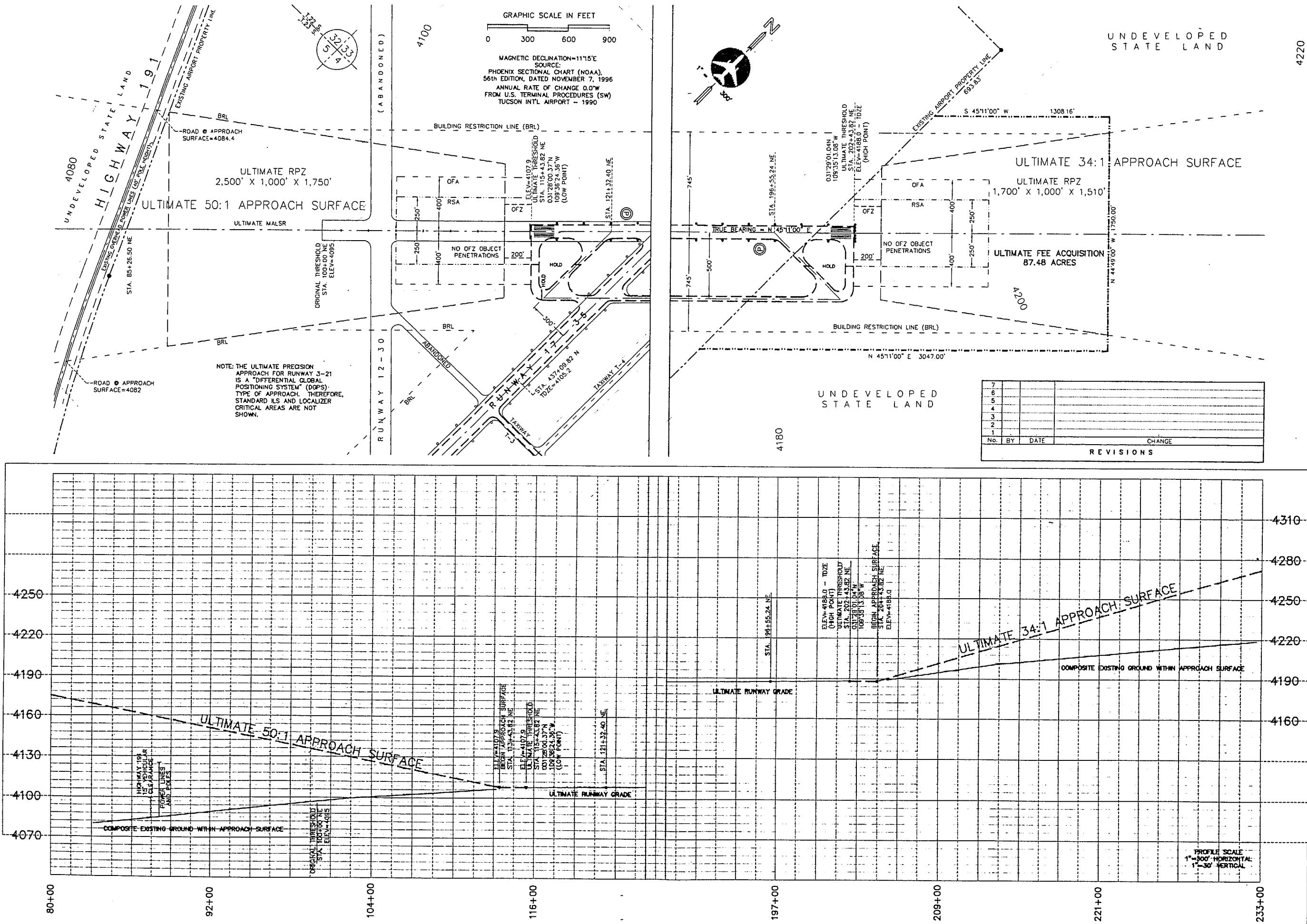

**RUNWAY 03-21 APPROACH PLAN and PROFILE**  
**Bisbee-Douglas International Airport**  
 Douglas/Cochise County, Arizona

Prepared by:  
**NICHOLAS J. PELA and ASSOCIATES**  
 AVIATION PLANNERS  
 and  
**Gunnell Fleming**  
 ENGINEERS and PLANNERS



Drawn by: *[Signature]* Date: 08/30/97  
 Checked by: *[Signature]* Date: 08/30/97

Sheet 5 of 10



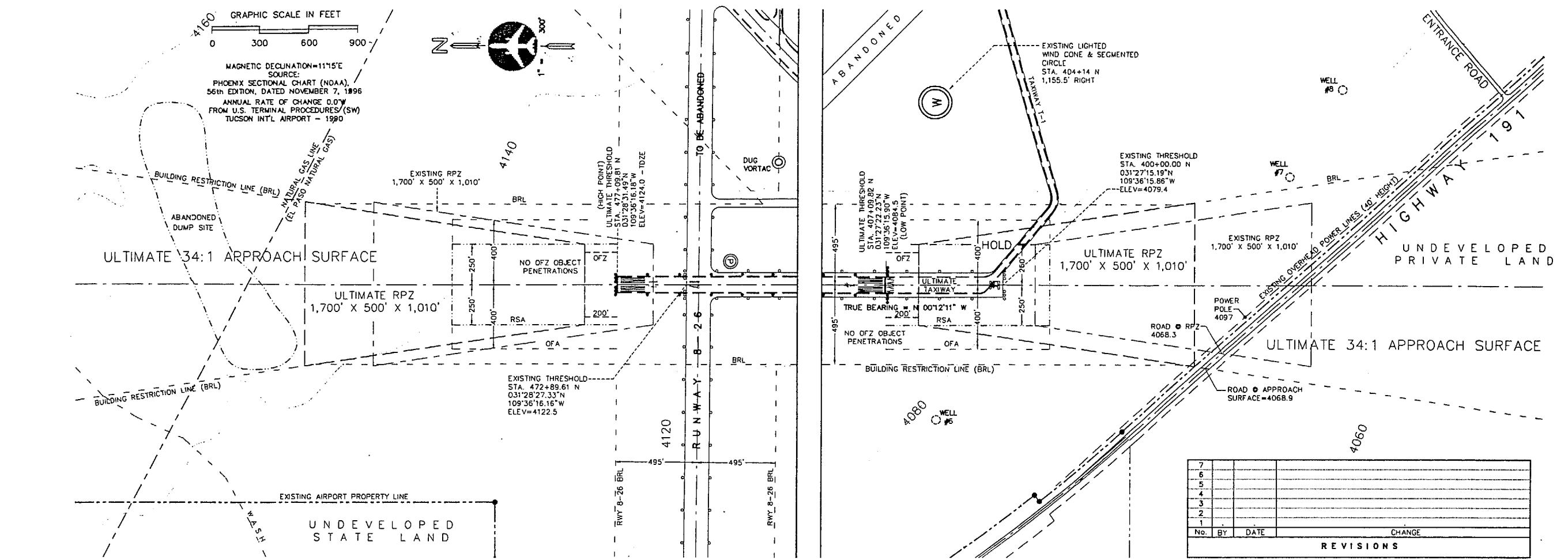
**RUNWAY 17-35 APPROACH PLAN and PROFILE**  
**Bisbee-Douglas International Airport**  
**Douglas/Cochise County, Arizona**

Drawn by  
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 and  
 GOMBERI Planning  
 ENGINEERS AND PLANNERS

Checked by  
 R. D. DIAZ  
 06/29/97

Approved by  
 NICHOLAS J. PELA  
 06/29/97

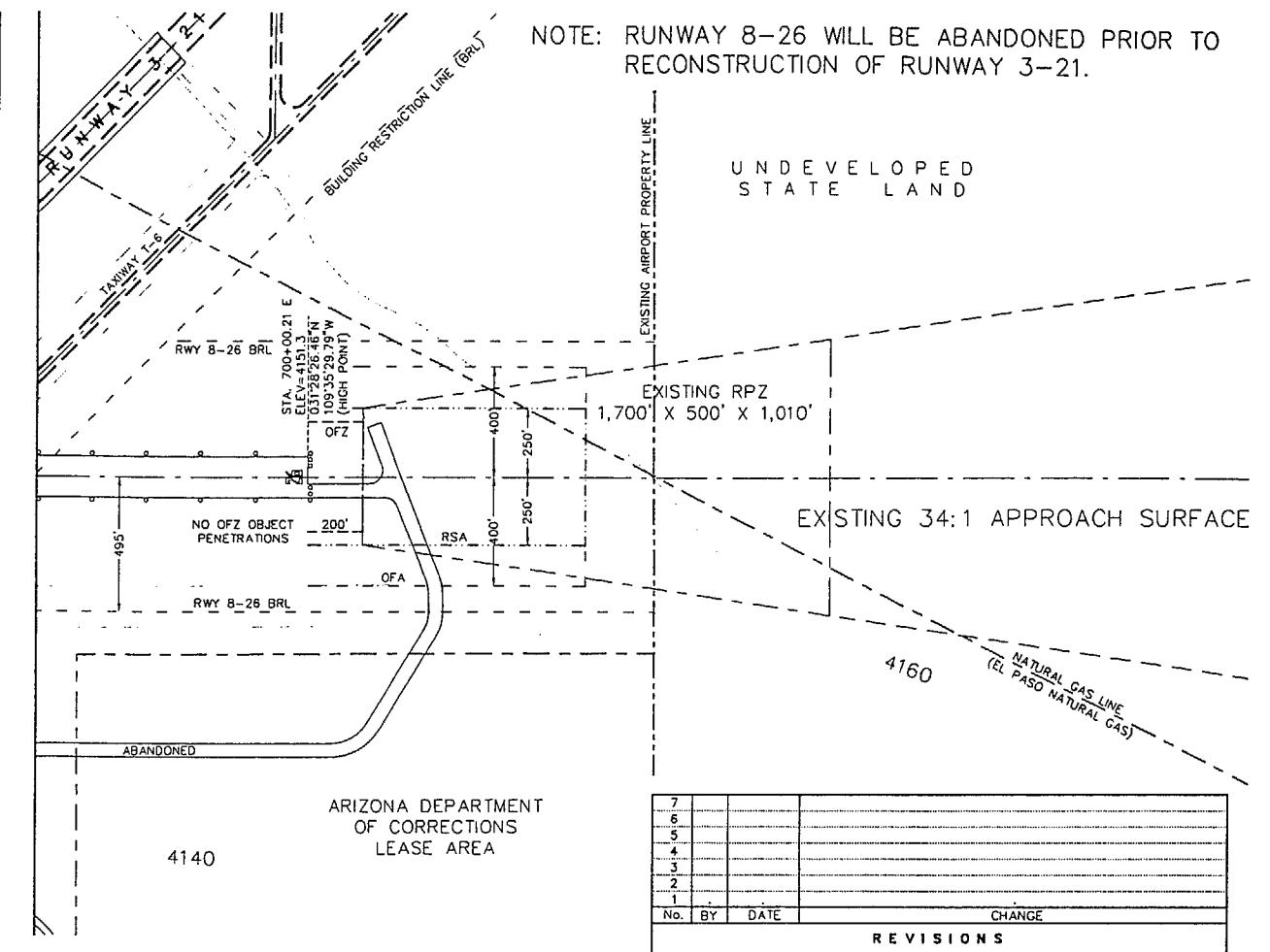
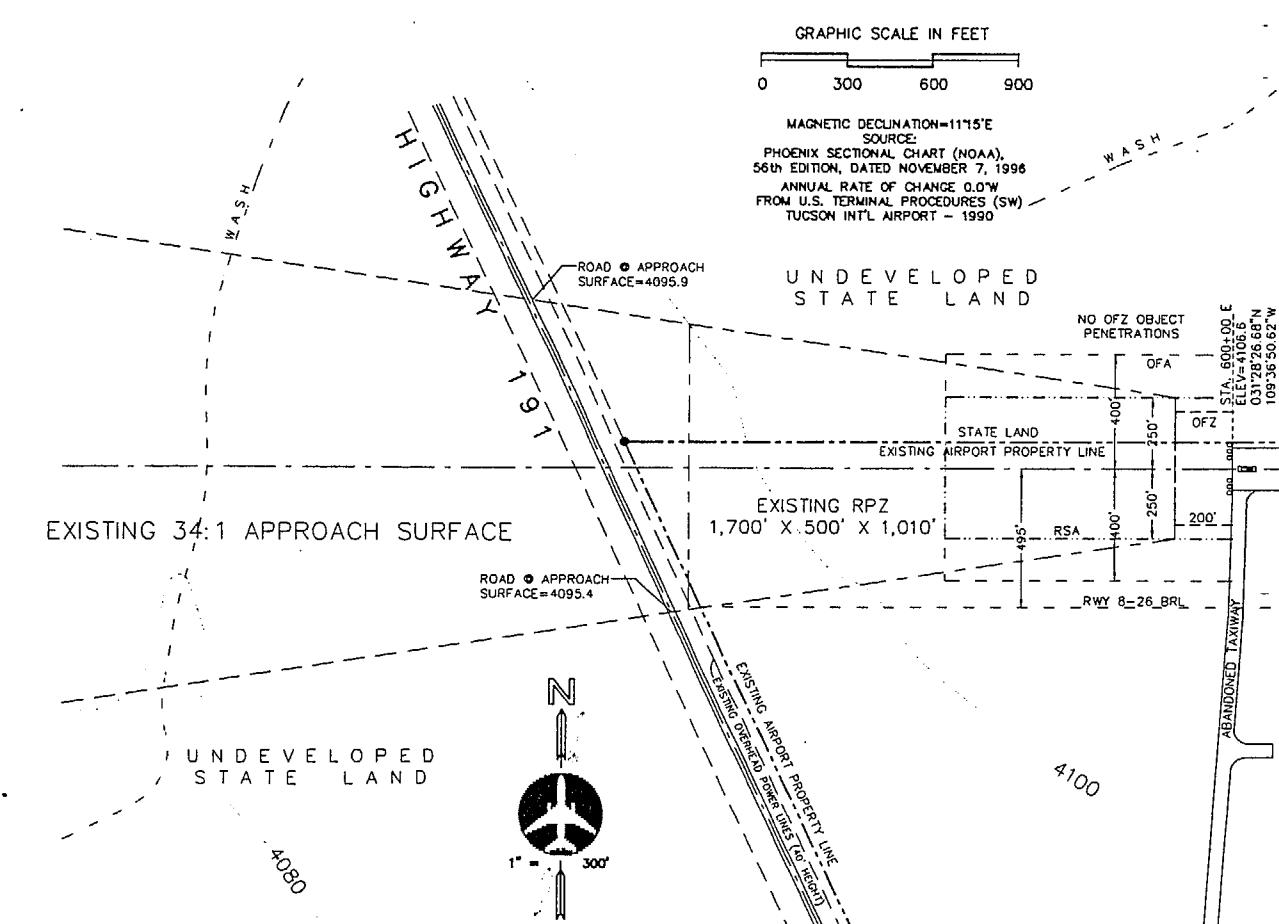
Sheet 6 of 10



Prepared by  
 NICHOLAS J. PELA and ASSOCIATES  
 AVIATION PLANNERS  
 and  
 GOMBERI Planning  
 ENGINEERS AND PLANNERS

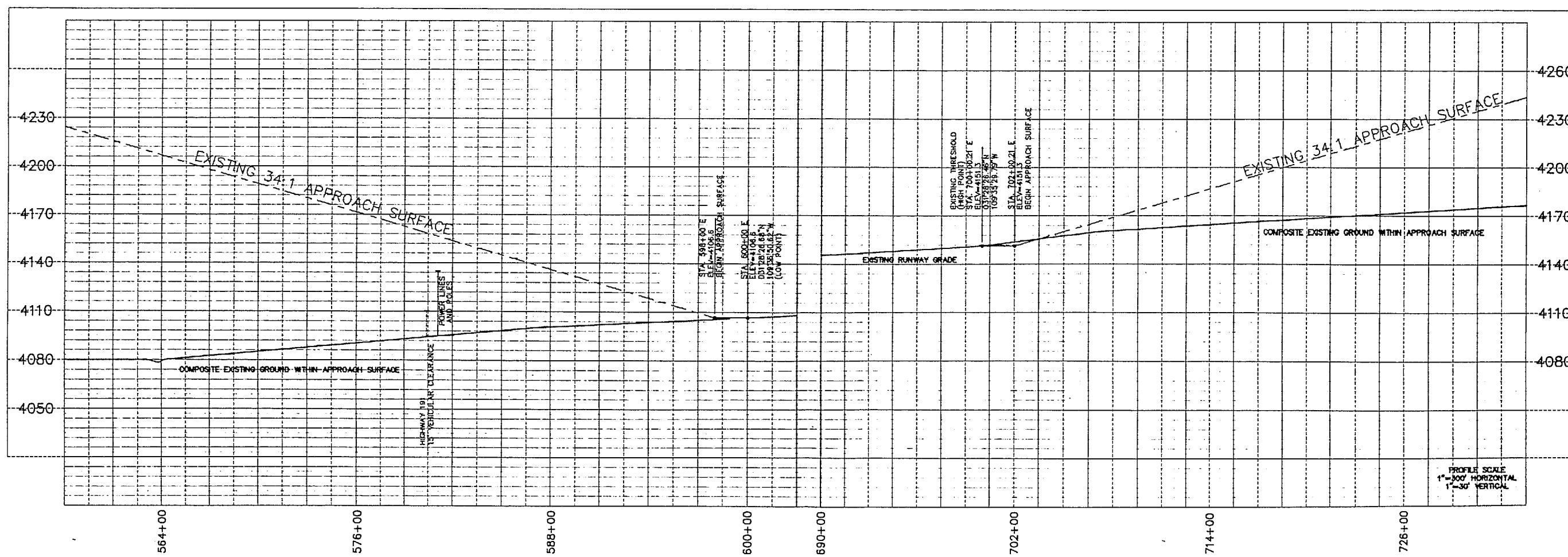
PROFILE SCALE  
 1'-000"-HORIZONTAL  
 1'-30"-VERTICAL

Sheet 6 of 10



No.	By	Date	Change
7			
6			
5			
4			
3			
2			
1			

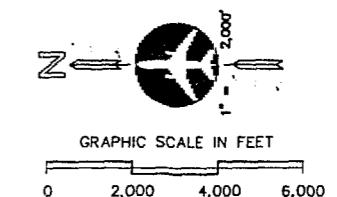
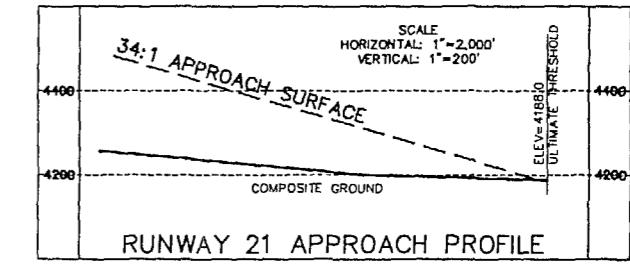
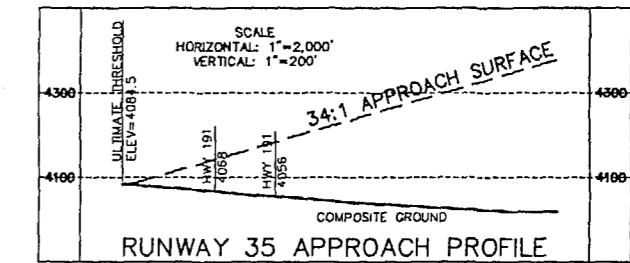
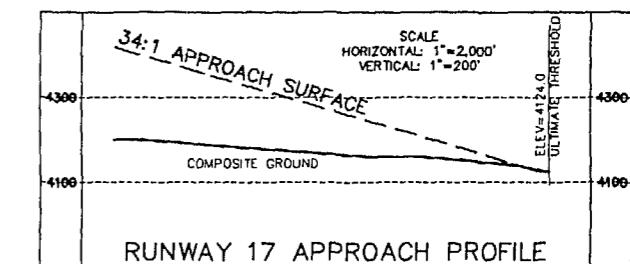
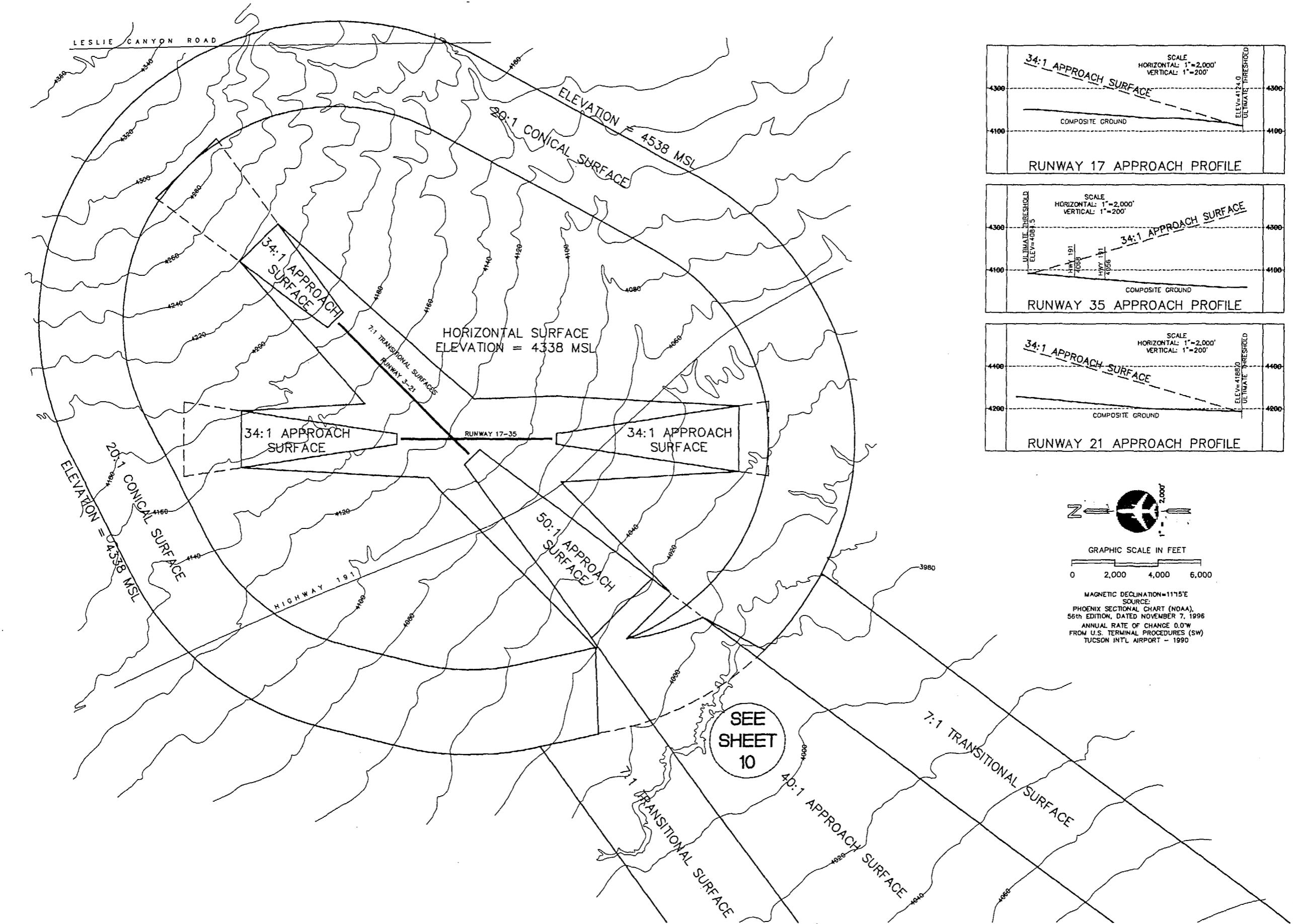
REVISONS



Drawn by: Ed Pela Date: 08/20/97  
Checked by: R. M. Johnson Date: 08/20/97

SHEET 7 of 10





MAGNETIC DECLINATION=11°15'E  
SOURCE:  
PHOENIX SECTIONAL CHART (NOAA),  
56th EDITION, DATED NOVEMBER 7, 1996  
ANNUAL RATE OF CHANGE 0.0W  
FROM U.S. TERMINAL PROCEDURES (SW)  
TUCSON INT'L AIRPORT - 1990

